THE SEAWANHAKA INQUEST THE FEDERAL GRAND JURY MAKES LENGIHY PRESENTMENT.

Bills of Indiction at Found Against the Steam beat Inspectors as well as Against the Officers and Owners of the Scawanhaka. Judge Samuel Blatchford came from Newport yesterday to preside in the United States Circuit Court and to hear motions. He also sat for Judge Charles L. Benedict, who presides in the criminal branch of the court. At 12 o'clock the United States Grand Jury entered the court room, and through their oreman, Charles L. Camman, the banker, made a written presentment on the Seawanhaka disaster, the inquiry into which they some time ago appointed a committee of nine of their number to conduct. The clerk of the court took the presentment and several bills of indictment found by the Grand Jury, and that body then withdrew. The indictments are against Austin Jayne and Andrew Craft, United States Inspectors of Steam Vessels and Hulls; John K. Matthews and Alexander Cauldwell, Inspectors of Steam Boilers; Charles P. Smith, the Captain of the steamboat Seawanhaka; Edgar Weeks, the engineer, and Mesers, Benjamin C. Kirk, S. L. M. Barlow, Stephen Tabor, James Udall, Edward Morgan, Silas Mott, and Stephen H. Townsend, owners of the eawanhaka. The presentment is as follows:

THE PRESENTMENT. Circuit Court of the United States of America for the Southern District of New York in the and Circuit: At a stated term of the Circuit Court of the United States of America for the Southern District of New York in the Second Circuit, begun and held in the city of New York within and for the district aforesaid on the third Wednesday of June, in the year of our Lord 1880, and continued by adjournment to and including the 10th day of August, in the year of our Lord 1880. Southern District of New York, sa.: The

jurors of the United States of America within and for the district and circuit aforesaid on their oath, present that they deem it the duty of the jurors aforesaid in presenting to this honorable court certain indictments for violahonorable court certain indictments for violations of the laws of the United States against certain officers of the said United States and certain officers and owners of a steam vessel known as and called Scawaniaka, which said vessel was engaged in carrying freight, and passengers to and from the port of New York to make to this honorable court on their oath aforesaid, the following presentment: That while we, the jurors aforesaid, have been immediately and directly engaged in the investigation of the disaster known as the "Senwanhaka disaster," by which said disaster very many lives were destroyed within the limits of the city of New York by and through, as we jurors aforesaid upon our oaths aforesaid believe from the evidence taken before and duly considered by us, the criminal carelessness and negligence of certain Government officers and the officers and owners of said vessel. We, the jurors aforesaid, have at the sams time prosecuted our inquiries into and examined a large number of witnesses concerning the general management of all passenger steamers, thoroughly examined and considered the navigation laws and the laws gov. inquiries and investigations we do find

such inquiries and investigations we do find and therefore present:

First—That under the laws aforesaid and the rules and regulations established for the administration thereof, the inspection of steam vessels and the liconaing of engineers and other officers of such vessels has not been and is not conducted in a careful and intelligent manner; and to the end that the court here may understand and be informed as to the manner in which the inspection aforesaid is performed. tand and be informed as to the manner in thich the inspection aforesaid is performed and the examination of applicants for posi-ions as engineers and officers aforesaid is nade, we do further say. That we, the Grand Jurors aforesaid, have xamined the inspector known as the Inspector f Bollers and Machinery of Steam Vessels at the port of New York, and seven licensed en-ligers of steam vessels now energying passen.

vessels other than engineers, more considera-tion is given to the question of the applicant's availability for a "special place" than to his

tion is given to the question of the applicant's availability for a "special place" than to his general qualifications.

And we, the jurors aforesaid, on our oaths aforesaid, do further present: That the requirements of sections 4.17, 4.18, and 4.453, as to the inspection and examination of hulls, boilers, and all the appurtenances, necessary equipment, and machinery of steam vessels are not observed to any reasonable degree of accuracy or honest fulfilment; that in many instances brought to the attention of the jurors aforesaid, steam vessels granted certificates as seaworthy and suitable for the service in which they are employed are absolutely unit for such service because of imperfect construction, long continued constant use, and old age; that steam vessels are permitted to carry thousands of experisonists many miles out to sea, when such vessels were only built for and are only fit to uavigate the rivers and still water where the fanger is comparatively small; that the lifeboats, floats, and preservers are it meany intances where certificates have been allowed insufficient in number, inconveniontly placed, and in an unsafe condition; that no instance has been shown to the jurors aforesaid where he vessel has been put in motion, lifeboats put float, or other means employed to test either the sufficiency of the steamer or that of her routpment.

And we, the jurors aforesaid, on our oath

he vessel has been put in motion, lieboats put thout, or other means employed to test either the sufficiency of the steamer or that of her gutyment. He jurors aforesaid, on our oath foresaid, do further find present: That the form only of an inspection of the boilers and machinery of steam vessels is observed each and every year; that while the hydrostatic pressure required by present law—and which we, the jurors aforesaid, from the evidence of experts of great ability, taken by us as aforesaid, believe to be inadequate as a true and safe test—is employed in testing boilers, we find that such pressure is but superficially operated, and no apparent distinction is made between he examination of an old or new boiler and machinery; that the hammer and chiesl, not utiling the convenience or arm of the inspector, is not employed in testing either outside or naide, even in the case of a boiler fifteen years of axe and in almost constant use during that long period of time; that the "thorough examination" required by statute—by which we, the jurors aforesaid, understand to be intended an exhaustive inspection de noro throughout, in each and every regard, and not a rollince to any extent, as is now the practice, be attisfactorily determined that the boilers are well made of good and suitable material, that the openings for the passage of water and them respectively and all pipes and tubes exposed to heat are of proper dimensions and ree from obstruction; that the spaces between and around the flues are circular in form; that the fire line of the furnace is at least two inches policy in the fire and machinery of atom the proper dimensions and tree from obstruction; that the spaces between and therefore, and the sarrangement for delivering the feed water is such that boilers cannot be injured thereby; that adaquate provision is made to prevent sparks or flames from being friven back from the fire of the furnace is all least two inches policys, and machinery of atoms where the properse of the second of the second of the se

"floating palaces" (of death), he is consigned to the care and protection of incompetent, thoughtless officers, and a cowardly and worse than incompetent crew who have been employed because they are unfit for other work, and without regard to their character or qualification. That it is not unusual for steam vessels, having so-called licenses to carry respectively 300, 600, 1,000, and 2,000 persons, actually to take on excursions 1,000, 2,000, 3,000, and 4,000 passengers, who are constantly in danger of destruction, and the only bunishment now prescribed by law for such excessive and dangerous cramming of unsuspecting and confiding people when no accident results therefrom, or to the vossel, is the following section of the United States Statutes:

Secrics 4,465—It shall not be lawful take on board of any steamer a greater number of passengers than is stated in the certificate of inspection, and for every visitation of this provision the master of cover shall be liable to any person sung for the same to foreit the amount of passage money and 510 for each passenger beyond the number allowed.

We, the jurces aforesaid, would have and now recommend the amendment of this section of the laws on that it shall be a mislemenapor, pun-

We, the jurors aforesaid, would have and now recommend the amendment of this section of the law so that it shall be a misdemeaner, punishable by a fine or term of imprisonment, or both, at the discretion of the court, to carry an excessive number of passengers, and that no special permit be given to do so at any time or on any occasion. And we, the jurors aforesaid, would here and now recommend the repeal of section 4,283, under which owners of steam vessels seek to escape responsibility for accidents, the result of their carciessness and negligence, and that the law be made so definite and certain in this regard that such owners and all interested as common carriers on our water highways shall not escape full responsibility in each and every regard.

Third—That we, the jurors aforesaid, do further find that there exists a dangerous spirit of jealousy between the pilots of steam vessels, who, as a class, are incompetent men, whom the present law is inadequate to punish; that not withstanding the numerous accidents in consequence of unlawful trials of speed between different vessels—and the pilots special amusement of capturing the other vessel's right of way—thus recklessness continues, and can only be stopped by the enactment and vigorous enforcement of the most severe laws, which such laws we, the juors aforesaid, do here and now commend the enactment of.

And we, the jurors aforesaid, do here and

way—thus recklessness continues, and can only be stopped by the enactment and vigorous enforcement of the most severe laws, which such laws we, the juors aforesaid, do here and now commend to the President and Congress of the United States the appointment of a learned commission for a thorough and complete revision of the Navigation laws of the United States the appointment of a learned commission for a thorough and complete revision of the Navigation laws of the United States, and the laws governing the steamboat inspection service, and for the establishment of uniform rules thereunder. That, in addition to the commendations heretofore and herein made, we, the jurors aforesaid, would suggest the following: That all inspectors be appointed only from the highest grade of learned engineers and builders, of long practical experience, and only after they shall have perfectly bassed an examination by a loarned and practical Board of Examiners. That the laws as to the responsibility of inspectors and the officers and owners of steam vessels be energing made more severe in their penalties. That the laws as to the responsibility of inspectors and the officers and owners of steam vessels be energing made more severe in their penalties. That the lulls, boilers, machinery, and appurtenances, and all equipments of all steam vessels, shall perfectly pass the very highest grades of classification.

That no officer of any steam vessel be granted a certificate unless he shall as a condition precedent to admission for examination be an educated man of good character and have had at least ten years' practical service in some capacity deemed essential to his qualification, and perfectly pass an examination showing him to nossess accurate and technical knowledge of the office for which he is an applicant.

That all and every one of the subordinates and the crew and deck hands shall pass a thorough examination as to their sobriety, ability and qualification and inspection of the fire preserver, floats, life rafts, and all vessels l

The indictments found against Inspectors Jayne, Craft, Matthews, and Cauldwell, Capt. Smith, Engineer Weeks, and the owners of the Seawanhaka charge them with manslaughter. The indictment against Capt. Smith reads as

Smith, Engineer Weeks, and the owners of the Seawanhaka charge them with manisauphter. The indictment against Capt. Smith reads as follows:

Circuit Court of the United States of America for the southern District of New York, in the Second Circuit, begun and held in the city of New York, in the Second Circuit, begun and held in the city of New York, within and for the district and circuit aloresaid, on the within and for the district and circuit aloresaid, on the within and for the district and circuit aloresaid, on the within and for the district and eighty, and continued by adjournment to and including the tenth day of August, in the year of our Lord one thousand eight hundred and eighty—Southern District of New York, as: The jurors of the United States of America within and for the district and circuit aforesaid, on their oath, present that Charles P. Smith, late of the city and county of New York, in the district and circuit aforesaid, weoman, heretofore, to wit; on the 28th day of June, in the year of our Lord one thousand eight hundred and eighty, at the Southern District of New York, and within the jurisdiction of this Gourt was and had been for a long time prior to said 28th day of June, in the year of our Lord one thousand eight hundred and eighty, at the Southern District of New York, and within the jurisdiction of this Gourt was and had been for a long time prior to said 28th day of June and Espain and master of stoam vessels of the United States, and employed on and having charge, as Captain and master, of a stoamboat and vessel known misconduct of him, the sud Charles P. Smith, and notificence and institution to his duties as such Captain and master, that is to say, because of the neglect and refusal of him, the said Charles P. Smith, as and Captain and master, that is to say, because of the neglect and refusal of him, the said steamboat and vessel was not provided with such life boats, floats, raits, and life preservers on the said 28th day of June, so that and by the neglect and refusal of him, t

Stavist L Woodford, Atty for the United States.

The indictments against Inspectors Jayne, Craft, Matthews, and Cauldwell read the same, differing only in the respect that they are charged with neglect in the ir inspection of the Seawanhaka. The charge against the owners of the Seawanhaka is that they failed to provide a sufficient number of life-preservers, floats, and rafts on board of the boat. Bench warrants were issued for the arrest of the indicted persons and given to the marshal to serve. Late in the afternoon agentleman from Mr. Barlow's office and said that the owners of the Seawanbaka would attend there at 1 o'clock te-day with bondsmen.

By Telegraph.

THE FASTEST 2-MILE TROT. STEVE MAXWELL BEATS FLORA TEM-PLE'S PAMOUS RECORD.

Matches-A Disputed Hest by Chief and Voltaire-Great Expectations of Maud S. ROCHESTER, Aug. 10 .- The opening trots at the centre of the grand central circuit began here to-day. There are 111 entries for the thirteen events on the programme for this and the three following days. The list comprises all the flyers which have made a succession of surprises in the circuit, with a little fresh blood. Class means nothing in these contests, as was shown in the 2:25 trot which closed the meeting in Buffalo, when Hattis Woodward, the fast daughter of moment and whirled sulky and driver around the mile circuit in 2:15%, equalling the best time made at the same meeting by Maud S. and St. Julien. A horse has to be a hummer to clutch even fourth money in these fat divided purses. St. Julien and Maud S., being drawn from the free-for-all and 2:19 contests, will leave an open field to the others, and great

races are looked for in these events.

About two thousand persons attended the trots to-day. The track was in prime order for fast time, and Jno. Murphy has the credit of having record, and causing one of the most stupendou upacts of the season. Trouble also occurred in the trot for 2:21 class horses, which will prob-ably lead to another long and wordy turf war. as at Buffalo. The opening chorus of hoefs to-day was made

And the following of the control of by 2:27 class trotters for a divided purse of \$1,000, beet three in five, in harness. The \$1,000, best three in five, in harness. The starters were Penelope, Dan Smith, Robert Mo-Gregor, Timothy, Glendale, Nigger Baby, Daisy Dale, and Black Cloud. Daisy Dale sold in pools at \$25; field, \$11. The first heat was a straggling exhibition. From the first turn Daisy Dale taking the lead, Timothy healing second and Nigger Baby third. Timothy tackied Daisy along the backstretch, and at one time led her by a neck; but Daisy Dale soon shot ahead, coming up the straight and taking the heat with two lengths to spare. Timothy was second and Nigger Baby third. Time-Quarter, 34%; half, 1:09; three-quarters, 1:45; mile, 2:20%. In the second heat Daisy Dale, as usual, took the lead rounding the turn, and kept there to the finish, winning the heat with apparent case, a tough fight taking place between Glendale and Timothy for second place. The boys were a ittle incilined to crowd John Murphy out, but he handled Glendale elegantly, beating Timothy for second place. The boys were a ittle incilined to crowd John Murphy out, but he handled Glendale elegantly, beating Timothy for second place. Glendale broke badly on the first turn and fell to the rear, but Johnny got them together again, worked steadily to the front, and coming up the straight, took second place from Black Cloud near the finish. Daisy Dale won the heat and trot. Time—Quarter, 35; half, 1:10%; three-quarters, 1:46; mile, 2:21. Glendale took second money, and Black Cloud. Next came the 2:21 class of flyers, to contest for \$2,000 divided, best three in five, in harness. Monroe Chief was so hot a favorite in the trot that he was barred from the pools just before the start. Moose sold for second place at \$25; field, \$17. Early bids were taken as the first heat, John Murphy showing the way, with Shoridan followed closely by Moose. Moose gained the lead before reaching the quarter, with Sheridan balang based under the wire. The fight for the heat was between Moose and Sheridan. Moose cuttooded Sheridan on the second heat, field, \$10. The six kept well together starters were Penelope, Dan Smith, Robert Mc-Gregor, Timothy, Glendale, Nigger Baby,

ten deck hands. 1000 twelve deck hands; for over the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to extend the common shall be enclosed in iron casing, and such casing to the three-quarter pole, when the deck, and shall be enclosed in iron casing, and such casing to the three-quarter pole, when the deck and such exists the end said to extend the common shall be enclosed in iron casing, and such casing to the the sead and heat. Time—Quarter, 25:14.

That all the boiler and fire rooms shall be enclosed in iron casing, and such casing to the these and heat. Time—Quarter, 25:14.

The fourth heat in the interior to make a sir in trotting circles for a long time. The struggle in this heat took place took the lead and heat. Time—Quarter, 25:14.

The fourth heat in trotting circles for a long time. The struggle in this heat took place took the lead and heat. Time—Quarter, 25:14.

The fourth heat in the time quarter, 25:14.

The severest publishment which the nature of the indicence of liquor while on duty.

That all the boiler and fire rooms shall be enclosed in the offer or other employees on any passenger value for the indicence of liquor while on duty.

The engine while the boat is in motion, except when duty calls him to the fire room or elsew the india men. The trangel in this heat foot places when duty calls him to the fire room or elsew where, and there chall engage him. The two had a ferce brush around the upper turn, with Emmons second, and kept it around to the held.

Here Monroe Chief. Voltaire and long the

light after the two had passed the stand in 2/21, shally decided it a ceal heat. This entry of the agree portion of the speciators, and they reserv. One of the judges was said to hold the post in th

New Orleans. Aug. 10, 1880,
At the regular monthly drawing of the Louisians State Lottory Company at noon to-day the following are among the prizes drawn:
Ticket No. 29 495, sold in New York and New Orleans, drew \$30,000.
Ticket No. 26,138, sold in New Orleans, drew \$10,000.
Ticket No. 92,156, sold at Lafourche Crossing.
La., drew \$2,500 and 99,887, sold in New York and Seventh S

delegation from Saratoga are to come in a special train, and to judge from despatches received here from all directions the attendance will be simply immense. Maud S. is said to have trotted a quarter in 32 seconds at the close of a two-mile joy yesterday, in which she was harassed by being held back until the flaish as she has usually been held in the last quarter. She is now let loose so that she will not acquire the habit of trailing near the flaish. She is a great favorite, and the universal question of the free visitors to the track when the trotters are exercising is, "Which is Maud?" Plenty of Excitement at the Rochester

DENTISTS IN CONFENTION.

A Story Told Concerning Louis Philippe's Less of Three Teeth.

The twenty-sixth annual meeting of the American Dental Convention was held at Republican Hall, in East Thirty-third street, yesterday. Dr. John Allen of this city, in his annual address as President of the Convention spoke of the advancement that has been made in the science and art of dentistry during the last twenty-five years, or since the organization of the American Dental Convention. There are now, he said, two national dental associations and about fifty local associations. There are eight or ten monthly journals published in the interest of dentistry, and at least two books of acknowledged merit had been written by American dentists.
Dr. J. P. Garrish, who said he was not

dentist, but a general practitioner, thought that the grandest achievement of dental surgery was

THE WEIRLY SUN, published this morning. contains:

The Grant Whiskey Ring—A Fresh Revelation Respecting the Francis—A Fluttering in the Grant Coterie: The Great Mobilio—Gakes Amer's Sous Make an Appeal in the Grant Coterie: The Great Mobilio—Gakes Amer's Sous Make an Appeal in the Factor of the Conference in New York—A Gurious Collection of Patric Mobilion of Garden in Patric The William of Garden in Patric The Word—Head of Garden in Internation of the Frish Relief Bill—Maked Assassins in Ireland; The Tide of Immigration to America; California's California; A Sad Story Irom Paris—Mrs. Wetmore's Saicide: Society in London; High Lale in Patris: The Shewart Endowment at Garden in High Lale in Patris: The Shewart Endowment at Garden in High Lale in Patris The Shewart Endowment at Garden in High Lale in Patris The Shewart Endowment at Garden in Patris The Conference of Glastonia, Yillon Patric The Conference of High Lale Patric The Conference of the Conference

THE WEEKLY SUN contains a complete epiteme of the news of the week from all parts of the United States and the American continent. Copies in wrappers ready for mailing to the old country may be had at the desk of our publication office. Price four cents. For sale by all news

Wells's Health Renewer cures nervous weakness, re-fores manhood. St. 115 Fulton st., New York.—dds.

FOUR FAVORITES BEATEN. COMPLETE ROUT OF THE HORSES THAT

WERE EXPECTED TO WIN.

Mark L., Girofe, Kitty J., and Disturbane Carrying off the Prizes, the Last a Hurdle Race—An Accident to Lady Middleton. SARATOGA, Aug. 10 .- An excellent programme was provided for the third regular day of the second meeting of the Saratoga Racing Association. For the first time this season the favorites were beaten in every race; and although the betting men lost heavily, the public were, as a rule, well pleased at the result, and bestowed liberal applause on the suc-cessful horses and jockeys. There was no par-ticular favorite in the first race; but Mark L. who sold low in the pools, won after a stubborn contest. The Clarendon Hotel Stakes were captured by a nose by Girofic from Glidelia, who was the favorite over the field. The filly Kitty J. upset the spec-ulators by beating such a field as Dan Sparling, Col. Sprague, Ada Glenn, and Chimney Sweep. Reed was doubly successful by his horses, Disturbance and Faustina coming in first and second. Raven, who was a big favorite, sulked in the backstretch and did not go the course, and Pomeroy, who was next choice in the pools, got only fourth place. The weather

selferson Market Folics Court, restorday, and Donyse was held in \$1,000 bait.

Joseph Wood of 211 West Houston street went on an exciration of the Ancient Order of Foresters on Monday with his daughter Ellen and Eugene Clark. He disappeared when the boat landed at West Twenty-fifth street on the return in the evening, and his body was found at the fool of West Twentieth street yesterday.

Capt. Curtin of the Manhattan Beach police was on Monday night arrested on a charge of assaulting Charles Crooke, the son of Gen. P. B. Urooke, on Manhattan Beach on July Hiast, when Mr. Crooke was there surveying Capt. Curtin wont before Jostice Pigott of Flatbush, and walving examination, was held for the Grand Jury in \$1,000 bonds, which Austin Corbin furnished.

A lively contest is in progress between ex-Sheriff Albert Dagsett and W. H. Urace of Hrocklyn for the weighing contract to be given out by John Sherman. Mr. Dagsett has held the contract since prior to the Rata Conventished. "The Heights feaful to work in Mr. Sherman's rare labouring for Mr. Daggett, while the Josephican partiaction is in lawer of Mr. Grace.

The stemmers to and from the Concy Island tron nier will run all night, and the trains of the Givand Ninin next Thursday evening, when the summer tight's four val of the Ceute Prancisis de Itarrondes will connect as the irent pier takes place. The lessival begins at 6 o'cleck in the evening, at 6 o'cleck there will be a great display of freeworks, and at 95, o'clock dancing by the music of a double orchest will begin, to continue until morning.

A Theoremshy Bellishe Sexcelle.

A Thoroughly Reliable Specific For the names of pregnant women is Milk of Magness which is smooth and pleasant to the taste.—Ada. Are You Contive?

If so, use Quirk's Irish Tea, the great bilions remedy Sends sufferers safety in "Sepanule." Of draggists. —Adv. "Palmer's Lotion has cared me of sore eyes after try-ing the most celebrated oculists of Soston with no suc-cess." W. N. GREES, Humington, W. Va.—ade. "Palmer's Invisible is infinitely superior to all other powderz." So the latites talk and write.—ade STOCKHOLDERS COMPLAINING.

What those of the Broken Newark National Bank have Resolved to do.

The stockholders of the First National Bank of Newark met on Monday afternoon to consider Comptreller Knox's demand that they shall pay forthwith one-half of the 100 per cent. assessment on their stock to pay off depositors. Charles W. Graves offered resolutions, which

Charles W. Graves offered resolutions, which were adopted, as follows:

Resolved. That the Bank Examiner, Mr. Langworthy, who made the examination of the First National Bank previous to the declaring of the last divident, and who rendered a statement that the bank was in good condition, thereby causing great distress to those who held stock, should be called upon to explain why such astroment was made by him.

Resolved, That a copy of this resolution be sent to the Comptroller of the Currency at Washington.

Mesers. Aaron Coe, Silas C. Halsey, and Chas.

S. Haines were appointed a committee to urge the Comptroller and Receiver Hobart to give them more time for the payment of the assessments, and to examine the books of the bank.

Much complaint was made of the action of the managing directors in covering up the previous defalcation of over \$100,000 by Teller Dovell, by which the bank was fatally weskened. Perry Baldwin argued that they and not the other stockholders should be held liable for the amount of that defalcation.

The Chairman, Dr. B. C. Dutcher, said that if these directors had made that defalcation public, instead of concealing it, the stockholders would not now be called upon to bear the burden. But he understood that they were not liable, because they acted by advice of counsel, and they would be now shielded by the statute of limitations. . Haines were appointed a committee to urge

age into eagles and half eagles.

The July semi-annual reports of our city trust companies give evidence of great prosperity. The New York shows a surplus of \$751,000 on \$1,000,000 capital, and net profits earned the last six months of \$209,670. The United States shows a surplus of \$3,434,000 on a capital of \$2,000,000, and net profits for six months of \$434,910. The Farmers' Loan and Trust, the Union, and the Central likewise report large surpluses and profits.

The receipts of canal tolls from the com-mencement of the senson to Aug. 1 were as follows: On wheat \$177.038.04: corn, \$144.-\$10.58; lumber \$117.959.86, and other articles, \$95.375.08; a total of \$534.693.56.

310.38; intoner, \$117.92.30, and other articles, \$95.375.08; a total of \$534.693.36.

The war in passenger rates between the Louisville and Mashville and the Illinois Central Railroad Companies has not yot come to an end, and it seems likely that the Southern freight business will also soon become the subject of hostilities.

The fifth report of the special masters under the receivership of the Reading Railroad Company says that the audit of the accounts of the railroad and coal and iron companies from June 24 and July 31 was found to be correct. The account of the Reading Railroad shows its receipts to have been \$2.450.692.20, of which \$1.807,320.25 was for travel, freight, and tell on coal and miscellaneous receipts; \$2.349.483.52 was paid out, and a balance on hand of \$101.238.68. The coal and fron company's account shows: Receipts, \$735.335.37; expenses, \$711.729.90; balance on hand, \$23.614.43.

The annual meeting of the Texas Pacific Rail-

The annual moeting of the Texas Pacific Rail-rona Company was held in Philadelphia to-day. The report for the year ending May 31, 1880, states that the total length of the main line is 448 miles, and the sidings 42 miles. The receives for the year were \$2,089,221,

and the operating expenses, \$1.549.517, leaving net receipts of \$1.045.704. Against this there is charged \$732.740 for increase and sinking fund account, leaving \$6 surplus of \$312,964, to which is added a ball-ance making the total surplus \$343.76.87. The transportation receipts are \$453.077.96 greates than the previous year and the expenses \$47,709.67 less. The revenue from freight was \$2.056.618.35, as against \$1.589.205.90 for the provious year. The floating indotedness has been reduced \$993.944.73. The company's assets outside of railroad property and lands amount to \$890.916. Its liabilities are \$470.408. The company owns 4.851.702 acres of land. Its receipts from land sales for the year were \$150.732. The following board of managers was elected: Thos. A. Scott, John C. Brown, Jay Gould, Russell Sare, Fred La Ames, R. D. Barciay, H. H. Houston, Wm. Shaw, Jas. H. Scott, W. M. Harrisson, W. C. Hail, F. S. Bond, W. J. Sewell, C. O. Baird, Wm. J. Walters, E. H. Horkins, Jr., and B. K. Jamison. The present officers of the company were reflected. The question of consolidation of the Texas Pacific Railroad with other Western companies was referred to a committee with power to act. The California and Texas Railway Construction Company then met and reelected its officers.

The London Times, in its financial article this morning, says; "Angio-American cable shared have improved, as a report is again current that peace has been signed with the French Caule Company. The tariff to be imposed by the united companies is even given; but as he official intimation is published these statements must be received with caution."

New York Markets.

TUESDAY, Aug. 10.—FLOUR AND MEAL.—The arket continued dull, and prices were drooping; yet few hanges of moment could be made in late figures. We TURNDAY, Aug. 10.—FLOUR AND MEAL—The market continued dull, and prices were drooping; yet less charges of memerat could be made in inte floures. We quote: Flour—No. 2, 2.598,962,30; superfine, \$2.009,64.30; extra spring, \$2.109,64.30; superfine, \$2.009,64.30; extra spring, \$2.109,64.30; extra spring, \$2.109,64.30; extra spring, \$2.109,64.30; extra spring, \$2.109,64.30; extra shipping extras \$4.00,50.675; outlern shipping extras and lameted \$3.50,625.00; Southern shipping extras, \$5.65,85.00; Prices of the spring extras, \$5.65,85.00; Prices of the spring extras, \$5.65,85.00; Prices of the spring extras, \$5.65,80; extra \$0.2, \$2.70,98.10; Francis; Corr meal—Week ern, \$0.2, \$2.70,98.10; Francis; Prices of the spring extras and extra \$2.50,00; Prices of the spring extras and extra \$2.50,00; Prices of the spring extra \$2.50,00; Prices spring extra \$2.50,00; Prices \$2.50,00;

Strict good middling ... 12 5-16 12 7-16 12 7-18 Middling fair. ... 12 15-18 12 15-16 15-16 12 15-16 1

NEW YORK, Tuesday, Aug. 10.—Receipts of beeves this morning, 304 head, of which 10 car loads were reserved for exportation alive, and 18 car loads went to a wholesale city slaughterer. Nothing doing in beef cattle. Dressed beef sides ruled dull at 05,97%.

B. No exports, other of live stock or fresh meat.

Receipts of calves, 440 head, and all selling at former figures, or 22%. B. for grassers and buttermile caives, and at 49% or vesis.

Arrivals of sheep and lambs, 440 head, and about 4.0% were in the pens from previous arrivals. Market expensely dull, with a limited hushness at 35,045. for fair to prime sheep, and at agoly; for common se good lambs.

The 2,950 hogs received were marily all consirmed direct to shughterers, but a few small lots of State host changed hands alve at \$5.05@\$5.20 \$100 hs., and design put the range for poor to prime at \$4.20\$\$5.25 \$100 hs.

Drassed hogs steady at \$6.45@\$1.75 \$100 hs.

MARINE INTELLIGENCE.

Ss England, Thompson, Liverpool July 28, and Queens-town 29th, 8s Ethiopia, Campbell, Glasgow July 21, and Moville Aug. 1. Ss Albambra, McElheny, St. John's, N. P. Ss Eastbourne, Langley, Landon, Ss Frista, Meyer, Hamburg July 28, Ss Hatters, Bozz, West Point, V. A. Ss Manhattan, Kelley, Richmond, City Point, and Nos-folk.

Sa Manhattan, Kelley, Bichmond, City Poin foli.

8s New Orleans, Haisey, New Orleans, Ba New Orleans, Haisey, New Orleans, Benther, Woodholl, Charleston, Benther, Barth, Haver, July 31.

8s Perrier, Santell, Haver July 31.

8s Perrier, Santell, Haver July 34.

8ark Maury, Aansen, Hamburg, Bark Havdyst, Andreasen, Leghorn, Bark Havdyst, Andreasen, Leghorn, Bark Perrence L. Genovar, Dow, Matanzas, Bark Abby Bacou, Staples, Almeria, Bark Almoock, Junkins, Cardenas, Hrig Nelles, Bood, Hailfax, Rrig Susan Bergen, Hudson, Manzanillo, Brig Susan Bergen, Hudson, Manzanillo. ARRITED OUT.

Sa Helvetia, from New York July 27, at Antwerp, Sa Devonia, from New York July 31, at Moville, on het way to filangow. Sa Cimbria, from New York July 28, at Plymouth, on ter way to Hamburg.

Rees's Orange Touten is delictously pala-able and can be administered to the most delicate stom-ach in infancy or age, being exhibitating, but not intext sating. Winchester's Hypophosphites
Will care Consumption. Courhs. Branchitis. Deblity, &c.

MARRIED.

DONALDSON-CASH — At Springfield, N. J., on the 7th inst. by the Rev. Dr. Clover, John D. Donaldson to Carris Matida Cash.

FOFE-ENGELMAN.—On Monday, Aug. 9, at the rest dence of the bride's mother. Brooklyn, L. L. by the Rev. Samuel F. Halsey, assisted by the Rev. John J. Brounez, James W. Pope of New York to Maria Engelman.

DIED.

CARHART.—On Aug. R. at Paul Smith's, Adirondack Mountains, anddenly, Mary K., wife of Edward H. Caphart, of the firm of Carisart, Whitford & Co. COSTER.—At Richfeld Springs, on Sunday, Aug. S. Daniel J. Coster, son of the late John G. Coster.

GRBSON.—At Navy Yard, Portsmooth, N. H., on Monday, Aug. 9, H. Maria, eldost daughter of the late Pay Diractor John D. Gibson, United States Navy.

LEAYCRAFT.—On Monday, Aug. 9, Catharine Leay-Crait, in the 67th year of her ag.

Relatives and triends of the lamily are respectfully insided to attend the funeral on Wednesday, 11th lines, at 2 to the control of the camily are respectfully insided to attend the funeral on Wednesday, 11th lines, at 2 to 11th lines, at 2 to 11th lines, at 3 to 11th line Brooklyn.
MERRILL.—At Newburyport, Mass., Aug. 10, William
L. Merrill, formerly of Brooklyn, in the 80th year of his age.
SHERMAN.—On Sunday, Aug. 8, at his residence, 127
East 36th st., Allen M. Sherman, in the 75th year of his
age.

Special Antices.

ROYAL HAVANA LOTTERY.

Only 25,000 lickets. Drawings have always been every 15 days. 750,000 Spanish dollars always been every 15 days. 750,000 Spanish dollars always been distributed. Prizes have always been cashed. Full information siways been sent tree. Orders always been filled for the Louisians State, Kentucky State, and Commonwesith of Kentucky lotteries.

1. DUFF & CO., Bankers, 42 Nassau St., corner Liberty St., New York.

1. TO MOTHERS.

Thirty years' experience of an old nurse. MRS. WINS. LOW'S SOOTHING SYSTEP in the prescription of one of the best female physicians and nurses in the United States, and has been used for thirty years with the fill relieves the child from pain, cates dysentery and discribed, striping in the bowels, and wind coile. By giving health to the child it reat the mother. Price 22 cents.

COLLIC AND ALLIEN WARD PAINS ARE removed instantly by a few drops of RENNE'S MAGIC

PURKELL'S ICE OFFICE STEEL ST. GODD, One quart and upward delivered to maintee. Churches supplied. Established 1881. 12 Bible House,